

**TRANSPORTATION ADVISORY BOARD
MINUTES**

Thursday, September 1, 2016

BOARD MEMBERS PRESENT

Colleen Barclay, Chair
John Nicopoulos
Rob Dow
Linda Haac
Diana McDuffee

STAFF PRESENT

Bergen Watterson

BOARD MEMBERS ABSENT

Bethany Chaney
Kurt Štolka
Derek Powers

GUESTS

Laura Wenzel
Jeb Saunders
Alex Holod
Helene DeFays

I. Call to order

Colleen called the TAB meeting to order at 8:13 pm.

II. Approval of Minutes (August 4th, 2016)

Rob moved to approve the minutes; John seconded the motion. All voted in favor.

III. Discussion of single-family home at 103 W Carr St.

The group maintained their position from the August meeting that this single-family home does not have transportation impacts. Linda, who was not at the August meeting, brought up the fact that the Town does not have a teardown ordinance, which is important in any discussion of affordable housing and social justice. She said that any municipality that wants to combat gentrification must have such an ordinance in place. She explained that a teardown ordinance means that there are stipulations on what structures you can tear down and replace. These ordinances often dictate the size of what can replace the buildings that are torn down. Diana said she wondered if declaring some of the tiny houses or old buildings in Town as ‘preservation’ is really what the Town wants to do. Some of these structures were not residences, or are in bad shape. The Town will need to decide what can be torn down and what the criteria are for replacement. Rob and Linda noted that these ordinances are generally in place to combat the McMansions that go up where small homes were. Ultimately the group decided that this

discussion is out of the TABs purview. Bergen told the group that they could speak with Nate Broman-Fulks, Assistant to the Town Manager, about a teardown ordinance in relation to the affordable housing work he's doing.

The TAB has no formal comments to offer on the 103 W Carr St. project.

IV. Tallyho Trail traffic calming

Neighbors Laura Wenzel, Jeb Saunders and Alex Holod of Tallyho Trail attended the meeting. Laura lives the farthest west on Tallyho Trail, while Jeb and Alex live closer to the entrance. They explained that the topography of Tallyho Trail is up and down as well as curvy. Bergen went over the history of the Tallyho Trail traffic calming request. Jeff Brubaker, her predecessor, received the traffic calming request in 2012 and conducted the traffic calming and bike-ped counts, analysis and evaluation. He left the Town before taking the report to the Board of Aldermen, and so there may be some lapse in institutional memory during the time between Jeff's departure and Bergen's arrival. This is the time when the report went to the Board of Aldermen and the offer of neighborhood meeting was either made or not made. She explained that back in 2015 Public Works went out and trimmed brush and discussed pavement markings and other infrastructure options, and Bergen met with two neighbors to look at the road in mid-2015. Bergen continued to explain that the request resurfaced in May 2016 and the Town conducted more traffic counts and bike-ped counts, and since she's been back from leave she analyzed the data and produced the new report.

Bergen acknowledged that there is a speeding problem on Tallyho Trail and explained the 85th percentile speeds on the road. The volume is not a problem on the road. Bergen explained her recommendation for Stage 1 traffic calming initially then move on to Stage 2. She said that it is integral to have a neighborhood meeting before implementing Stage 2 measures, primarily because the number of speed humps needed, which is the solution that everyone seems to jump to, is 11-12 to cover the length of the road and would cost ~\$30,000. At this point the neighbors clarified that the neighborhood in question really only runs from Huntsman to Reynard, making a total length of approximately $\frac{3}{4}$ mile. Rob said that that would still require about 8 speed humps, and explained that he lives on a street with speed humps and it is loud and bad for cars' suspension. The group agreed that speed humps are not the only solution. Bergen said that this is precisely why she recommends having a neighborhood meeting—not only to hear from the people who live at the end of Tallyho who would be driving over 8 speed humps every time they left their house, but also to see what other ideas the neighbors might have. She said that she would like to go back to the Board of Aldermen with a concrete solution. Jeb asked Bergen if she would go to the Aldermen and say that Stage 2 is the ultimate solution. Bergen said yes, and that she would add a paragraph to her report saying that Stage 2 is her recommendation, but Stage 1

needs to happen first. Rob pointed out that this is already in the report, and Laura suggested moving that part to the beginning of the ‘recommendations’ section.

Alex asked how neighborhood meetings typically work in terms of deciding details, facilitation, etc. Bergen said that she spoke with Sgt. Billy Austin about it and that he said that they just need 3-4 weeks of lead time. Alex asked how you get the people to come out and voice their opinion. Jeb said that when talk of traffic calming first started on their neighborhood listserve and that they provided a lot of information prior to a meeting, only two people showed up. He said that it would be helpful to have the meeting at Town Hall. Laura mentioned that part of Stage 2 measures require notice to neighbors of any meeting to discuss those measures. Bergen explained her vision of how the process will go: after tonight she will speak with the police to set a date for the meeting, and maybe meet with the small group of neighbors again prior to going to the Board of Aldermen. She said that she wants to have the neighborhood meeting set so she can bring that to the Aldermen meeting and then hopefully get a directive to start looking into Stage 2 options. After the neighborhood meeting and some research, she can bring a concrete Stage 2 recommendation to the TAB and the Board of Aldermen, which is when the public notice would need to go out. Bergen said that they can do other Stage 1 measures in the meantime—have the police go out more often, keep the RADAR sign in the rotation, put out more signs asking people to slow down. Jeb noted that the majority of the problem speeders are people in the neighborhood, and that it does not happen just at rush hour on weekdays, but on weekends too. Laura said that it is very easy to go fast on the road because of the length and the topography. She suggested making parts of it a one-lane road to keep people on their feet. Bergen said that Town staff is starting to look into these measures because they can do stormwater as well as traffic calming. Jeb said that when cars are parked on the side of the road the neighbors get upset and ask the owners to get the car off the road. Jeb asked if it would be viable to have twenty or so neighbors parked their cars on the street in an effort to slow cars down. Linda said that cars are parked on her street and cars still speed. Rob disagreed and said that his street got a sidewalk and that cars park on the other side and it definitely slows cars down. Linda thinks that the difference is the presence of a sidewalk.

Alex asked what the Stage 2 measures that could work on Tallyho Trail. Bergen said that this road is a difficult one to figure out because it is different than many of the other roads that request traffic calming. She said that she envisions a variety of Stage 2 measures on the road, including islands at the intersecting roads, mid-block chokers or chicanes, and a few speed humps. Rob said that speed humps must be close enough together that prohibits people from speeding in between them and they really detract from quality of life for those that live near them. John asked the neighbors could get consensus to install the speed humps. Laura said that they could not get 80% of the people in the neighborhood because many of them live on the ‘courts’ and they don’t have to worry about their children playing or riding bikes on Tallyho

Trail. Laura suggested building a path behind the homes so the kids could play on that. Jeb said that it would be difficult to get easements, and would not solve the speeding problem.

Linda said that this process has been going on for a long time and that the Town needs to expedite things at this point and not let them drag on for another 6-8 months. Jeb said that things need to move forward because quality of life is being compromised, especially for kids who live in the neighborhood. Alex said that she would like to see a timeline of all the steps and know what, as a homeowner, she can do to keep on top of the process and help move things along. Laura said that the first communication regarding any meeting should come from the neighbors, due to the annexation history and the neighbors' suspicion of the Town. Diana said she thinks it's important that the cost of these services should not be a consideration because the neighborhood was annexed. She thinks that it should be expedited and that it would be disappointed if Stage 1 drags on for a long time. It's important to say up front that Stage 2 is going to be necessary even though it is unknown what exactly that is at this point. Jeb asked about the report and the process. Bergen explained that she wrote the report based on the data, but that input from the TAB and the neighbors are a part of that going forward. She said that she would speak with her boss and the planning director to make sure that she is following the process correctly, but that she would like to recommend Stage 2 with the caveat that some Stage 1 measures must happen first (neighborhood meeting). John suggested ramping up the police enforcement on Tallyho Trail leading up to the neighborhood meeting to increase awareness of the issue. Laura suggested having the meeting at Rogers Road Community Center. Jeb asked if they should contact Bergen's bosses to voice their enthusiasm for the issue, and Bergen said that she thinks that they know already but they can if they want. The neighbors thanked the group and left.

V. Blueridge Road traffic calming

Helene DeFays, a resident of Blueridge Road, attended the meeting. She said that she first contacted the Town two years ago regarding speeding, but first spoke with Bergen about a year ago. She told the group that in 2006 the neighborhood went through the traffic calming process, but Blueridge Road was the only road that did not get speed humps. She further explained that a year ago the neighborhood got reclassified as a walk-zone for McDougle elementary so the speeding became more of an issue for many people. She thinks that many people come up out of Spring Valley take Blueridge Road instead of Spring Valley or Morningside so they can avoid the speed humps. Bergen said that she looked into the 2006 request and what she found was that the neighbors did not want speed humps. Helene said that she thinks this sentiment has probably changed in the last 10 years and that there are a lot more children playing on the road.

Bergen explained that the data was collected in February and March, and the report was finished in July. The volume of cars is not an issue but the speeds recorded in February show that there is

a problem. The highest 85th percentile speed was 36mph was up at the top of the road. Bergen said that she thinks that speed humps are an option on this road because it is short and the other roads in the neighborhood have them. Rob said that he thinks that, due to the width of the road, cars are going to speed in between the humps. Colleen asked about the neighboring roads and whether people speed in between the humps and Bergen replied that she has not heard any complaints. Rob said that he rides his bike down the hill and cars are overtaking him, which means that they are speeding. Bergen said that her recommendation for Blueridge is for Stage 1 because these measures have not been done yet, then to come back in 3-6 months and see if there has been any improvement. Diana asked if there has been any analysis done to see the distribution of trips between Spring Valley and Blueridge—do people actually drive on Blueridge instead of Spring Valley/Morningside? She said that if we're justifying putting speed humps on Blueridge Road partly because people are driving on it to avoid them, we should be able to say afterwards that there was a shift in distribution. The group noted that the data shows that there is a speeding problem, not volume. Diana also asked why the streets are not striped, and if that would help slow cars down. Bergen said that the research shows that taking centerlines away causes cars to slow down. Diana then pointed out that one contributing factor, as with Pathway Drive, is that the volume of cars is low and the roads are wide. Helene said that she emailed Captain Atack about speed enforcement data for Blueridge Road and did not hear back. Bergen said that she would ask the police to go out and do enforcement and ask that the speed radar trailer be put out as well. She also said that she will work with Helene and the police to set up a neighborhood meeting to discuss Stage 2 options. Helene said that she definitely has neighbors that do not want speed humps on the road. Rob suggested putting out a schedule for the next steps on Blueridge Road. Helene said that she was concerned about the time it is going to take to go through Stage 1. Diana said that she understands the frustration with the delay, but added that the Aldermen would recommend having a meeting if it was not already scheduled.

Bergen told the group that she needs a recommendation for both Tallyho Trail and Blueridge. Rob said that he thinks that the reports are good but would suggest adding schedules to them. John wants to recommend more enforcement, too.

VI. Discussion of Claremont South

Rob said that it is too early to have comments. He would like to see numbers of trips and anticipated traffic movements before forming an opinion. Linda asked where the driveway will be because the original plan with the private school showed the entrance road closer to Bolin Creek and the curve. She does not think that it is a problem where it is now. Bergen said that she is a bit concerned about the traffic generated by the daycare. She does not think that the cars will be queuing out onto Homestead Road, but that there may be circulation problems within the development. Rob asked about the connection to the neighborhood to the south, and Bergen explained that it is only a bike-ped connection.

The group does not have any formal comments at this point, but would like to see anticipated trip generation, parking, and traffic movements.

VII. Other Business/Staff Report

In response to last meeting's inquiry about why the new BBQ restaurant does not have bike parking, Bergen told the group that the restaurant did not need a permit so the Town did not have authority to make them install the bike racks. She told the group that the public could request that the restaurant install bike parking. Diana said that Carr Mill Mall owns that property now and so the request could go to Mr. Milian, too.

Bergen said that the Homestead-CHHS path is under construction and that the Town was able to create a new entry path for the runners and that the contractors will open the fence that crosses the construction site some nights and every weekend.

John asked about the progress of the South Green development and the culvert installation. Bergen said that she heard that it would last another 2-3 weeks. John asked about the bike path closure and Bergen said that she thought that it would likely be closed for the duration of the development construction.

Linda said that she heard that Estes Drive might get funded through the MPO. She asked about why Seawell School will not get funded, and Bergen explained the data-driven process (SPOT) that assigns scores to each project submitted and the MPOs methodology for assigning their input points. She said that Seawell, Homestead, Eubanks and Old 86 were not even on the radar in terms of their raw score being within the funding window. Bergen continued to tell the group that a sidewalk on Jones Ferry Road between Davie and W. Main St., the Estes Drive bike-ped improvements, and a sidewalk on Barnes St. are three projects that scored high enough to receive MPO points and maybe get funded. Rob said that he was happy to hear about Barnes St. in an economic justice perspective. Bergen said that we should be getting the final scores in October and she will keep the group posted.

VIII. Adjourn

Colleen made a motion to adjourn the meeting at 10:00pm.

IX. Next Meeting: October 6th, 2016